

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) A vehicle hydraulic brake device comprising a hydraulic pressure source for generating and outputting a predetermined hydraulic pressure, a pressure adjusting valve including a pressure adjusting mechanism for adjusting the output hydraulic pressure of said hydraulic pressure source to a value corresponding to a brake operating amount, and wheel cylinders actuated by the output hydraulic pressure of said pressure adjusting valve to impart for imparting braking force to wheels of a vehicle, further comprising a hydraulic passage leading from said pressure adjusting valve to said wheel cylinders, a hydraulic pressure supply passage for supplying hydraulic pressure from said hydraulic pressure source to said hydraulic passage at a junction therewith, the hydraulic pressure supply passage by-passing the pressure adjusting mechanism of the pressure adjusting valve, a first proportional solenoid valve provided in said hydraulic pressure supply passage for reducing the output hydraulic pressure of said hydraulic pressure source before being supplied to said hydraulic passage, a second proportional solenoid valve provided in said hydraulic passage at a location between said pressure adjusting valve and said junction and operable for reducing the output hydraulic pressure supplied from said hydraulic pressure supply passage, a check valve provided in parallel to said second proportional valve for allowing fluid flow from said pressure adjusting valve to said junction while bypassing said second proportional

solenoid valve, and a controller for controlling said first and second proportional valves, each of said first and second proportional valves being of the type in which the degree of valve openness is adjustable between a closed position and a plurality of open positions of different degrees of openness, said controller being capable of individually adjusting the degrees of openness of said first and second proportional solenoid valves to required levels between their fully open and fully closed positions to adjust the wheel cylinder pressure to a required level.

2. (Currently Amended) A vehicle hydraulic brake device comprising a hydraulic pressure source for generating and outputting a predetermined hydraulic pressure, a pressure adjusting valve including a pressure adjusting mechanism for adjusting the output hydraulic pressure of said hydraulic pressure source to a value corresponding to a brake operating amount, a pressure chamber connected to said pressure adjusting valve, a master cylinder including a master piston actuated by the output hydraulic pressure of said pressure adjusting valve introduced into said pressure chamber or the output hydraulic pressure of said pressure adjusting valve introduced into said pressure chamber and the brake operating force for generating brake hydraulic pressure, and wheel cylinders actuated by the output hydraulic pressure of said master cylinder to impart for imparting braking force to wheels of a vehicle, further comprising a hydraulic system leading from said master cylinder to said wheel cylinders, a hydraulic passage connecting said pressure adjusting valve to said hydraulic system, a solenoid valve in said hydraulic passage, a hydraulic pressure supply passage for supplying hydraulic pressure from said hydraulic pressure source to said hydraulic passage at a junction therewith located upstream

of said solenoid valve, the hydraulic pressure supply passage by-passing the pressure adjusting mechanism of the pressure adjusting valve, a first proportional solenoid valve provided in said hydraulic pressure supply passage for reducing the output hydraulic pressure of said hydraulic pressure source before being supplied to said hydraulic passage, a second proportional solenoid valve provided in said hydraulic passage at a location between said pressure adjusting valve and said junction and operable for reducing hydraulic pressure supplied from said hydraulic pressure supply passage, a check valve provided in parallel to said second proportional valve for allowing fluid flow from said pressure adjusting valve to said junction while bypassing said second proportional solenoid valve, and a controller for controlling said first and second proportional valves, each of said first and second proportional valves being of the type in which the degree of valve openness is adjustable between a closed position and a plurality of open positions of different degrees of openness, said controller being capable of individually adjusting the degrees of openness of said first and second proportional solenoid valves to required levels between their fully open and fully closed positions to adjust the wheel cylinder pressure to a required level.

3. (Currently Amended) A vehicle hydraulic brake device comprising a hydraulic pressure source for generating and outputting a predetermined hydraulic pressure, a pressure adjusting valve including a pressure adjusting mechanism for adjusting the output hydraulic pressure of said hydraulic pressure source to a value corresponding to a brake operating amount, a pressure chamber connected to said pressure adjusting valve, a master cylinder including a master piston actuated by the output

hydraulic pressure of said pressure adjusting valve introduced into said pressure chamber or the output hydraulic pressure of said pressure adjusting valve introduced into said pressure chamber and the brake operating force for generating brake hydraulic pressure, and wheel cylinders actuated by the output hydraulic pressure of said master cylinder ~~to impart for imparting~~ braking force to wheels of a vehicle, further comprising a hydraulic passage connecting said pressure adjusting valve to said pressure chamber, a hydraulic pressure supply passage for supplying hydraulic pressure from said hydraulic pressure source to said hydraulic passage at a junction therewith, the hydraulic pressure supply passage by-passing the pressure adjusting mechanism of the pressure adjusting valve, a first proportional solenoid valve provided in said hydraulic pressure supply passage for reducing the output hydraulic pressure of said hydraulic pressure before being supplied to said hydraulic passage, a second proportional solenoid valve provided in said hydraulic passage at a location between said pressure adjusting valve and said junction and operable for reducing the hydraulic pressure supplied from said hydraulic pressure supply passage, a check valve provided in parallel to said second proportional solenoid valve for allowing fluid flow from said pressure adjusting valve to said junction while bypassing said second proportional solenoid valve, and a controller for controlling said first and second proportional valves, each of said first and second proportional valves being of the type in which the degree of valve openness is adjustable between a closed position and a plurality of open positions of different degrees of openness, said controller being capable of individually adjusting the degrees of openness of said first and second proportional solenoid valves to required levels between their fully open and fully closed positions to adjust the wheel cylinder pressure to a required level.

4. (Currently Amended) A vehicle hydraulic brake device as claimed in claim 1, further comprising a detector for detecting that the output hydraulic pressure of said pressure adjusting valve has become equal to the hydraulic pressure of said hydraulic pressure supply passage, and wherein when it is detected by said detector that the output hydraulic pressure of said pressure adjusting valve has become equal to the hydraulic pressure of said hydraulic pressure supply passage, automatic brake control is stopped.

5. (Currently Amended) A vehicle hydraulic brake device as claimed in claim 2, further comprising a detector for detecting that the output hydraulic pressure of said pressure adjusting valve has become equal to the hydraulic pressure of said hydraulic pressure supply passage, and wherein when it is detected by said detector that the output hydraulic pressure of said pressure adjusting valve has become equal to the hydraulic pressure of said hydraulic pressure supply passage, automatic brake control is stopped.

6. (Currently Amended) A vehicle hydraulic brake device as claimed in claim 3, further comprising a detector for detecting that the output hydraulic pressure of said pressure adjusting valve has become equal to the hydraulic pressure of said hydraulic pressure supply passage, and wherein when it is detected by said detector that the output hydraulic pressure of said pressure adjusting valve has become equal to the hydraulic pressure of said hydraulic pressure supply passage, automatic brake control is stopped.

7. (Currently Amended) A ~~vehicle~~ hydraulic brake device as claimed in claim 1, further comprising a wheel cylinder pressure detector for detecting the hydraulic pressure of said wheel cylinders, and wherein when it is detected that the hydraulic pressure of said wheel cylinders is higher than the hydraulic pressure controlled by said first proportional solenoid valve and said second proportional solenoid valve, automatic brake control is stopped.

8. (Currently Amended) A ~~vehicle~~ hydraulic brake device as claimed in claim 2, further comprising a wheel cylinder pressure detector for detecting the hydraulic pressure of said wheel cylinders, and wherein when it is detected that the hydraulic pressure of said wheel cylinders is higher than the hydraulic pressure controlled by said first proportional solenoid valve and said second proportional solenoid valve, automatic brake control is stopped.

9. (Currently Amended) A ~~vehicle~~ hydraulic brake device as claimed in claim 3, further comprising a wheel cylinder pressure detector for detecting the hydraulic pressure of said wheel cylinders, and wherein when it is detected that the hydraulic pressure of said wheel cylinders is higher than the hydraulic pressure controlled by said first proportional solenoid valve and said second proportional solenoid valve, automatic brake control is stopped.

10. (Currently Amended) A ~~vehicle~~ hydraulic brake device as claimed in claim 1, wherein said hydraulic pressure supply passage is directly connected to said hydraulic pressure source.

11. (Currently Amended) A vehicle hydraulic brake device as claimed in claim 2, wherein said hydraulic pressure supply passage is directly connected to said hydraulic pressure source.

12. (New) A hydraulic brake device according to claim 1 wherein the hydraulic passage communicates with the wheel cylinder for introducing hydraulic fluid thereinto, and each of the first and second proportional valves is selectively positionable in each of its plurality of open positions.

13. (New) A hydraulic brake device according to claim 2 wherein the hydraulic passage communicates with the wheel cylinder for introducing hydraulic fluid thereinto, and each of the first and second proportional valves is selectively positionable in each of its plurality of open positions.

14. (New) A hydraulic brake device according to claim 3 wherein the hydraulic passage communicates with the wheel cylinder for introducing hydraulic fluid thereinto, and each of the first and second proportional valves is selectively positionable in each of its plurality of open positions.